

ROD & *Custom*

MODEL MAKER'S CORNER

- New Kits
- HOW-TO's of Customizing
- Display Tips



BUCKEYE DRAG STAR

IS YOUR CAR REALLY SAFE?

See
page
40



MISSOURI SUBTLE STYLING

ANNOUNCING **AMT's** ALL *New* 1961 3 in 1 Customizing KIT Lineup

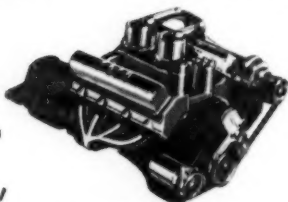
WITH

- MORE AUTHENTIC STOCK PARTS
- MORE CUSTOMIZING ACCESSORIES
- MORE "GO" KNOW HOW



CONVERTIBLE CUSTOMIZING KITS

- | | |
|-----------------------------|---------------------------------|
| '61 FORD CONVERTIBLE | '61 BUICK CONVERTIBLE |
| '61 PONTIAC CONVERTIBLE | '61 CORNET TUDOR |
| '61 FALCON RANCHERO | '61 MERCURY CONVERTIBLE |
| '61 THUNDERBIRD CONVERTIBLE | '61 FORD FALCON TUDOR |
| '61 CONTINENTAL CONVERTIBLE | '61 FORD F-100 PICKUP |
| '61 IMPERIAL CONVERTIBLE | '61 BUICK SPECIAL STATION WAGON |
| '61 PONTIAC TEMPEST | '60 CHEVROLET EL CAMINO PICKUP |
| '61 CORVETTE | '61 CHEVROLET APACHE PICKUP |
| '61 CHEVROLET CONVERTIBLE | '61 CORVAIR MONZA COUPE |
| '61 VALIANT HARDTOP | |



NOW!

BUILD YOUR OWN ENGINE

MOST 1961 3 IN 1 KITS ARE EQUIPPED WITH AN AUTHENTIC ENGINE

COMPLETE WITH HOP-UP ACCESSORIES

BLOWERS SPECIAL CARBS HEADERS

all parts are tailored to a specific engine

PLUS!
the **1936 FORD**

The Newest Member of the

TrophyTeam

- 1932 FORD ROADSTER
- 1940 FORD COUPE
- 1925 FORD MODEL T ROADSTER
- 1932 FORD COUPE
- 1940 FORD SEDAN



BUILD IT AS A

STOCK CLASSIC

BUILD IT AS A

"SHOW STOPPER"

OR AN AUTHENTIC

"GASSER"

AMT Corporation

1225 E. MAPLE ROAD TROY, MICHIGAN



Official Model
Makers to the Industry

ALL THESE NEW PARTS

- NEW SCAVENGER EXHAUST PIPES
- NEW ALUMINUM WHEELS
- NEW BUMPER JACK
- NEW "SHOW" WHEEL DRUM
- NEW PORT HOLE SCOOPS
- NEW "T" FINIS
- NEW REFRESHMENT BARS
- NEW COMPLETE CUSTOM GRILLES
- NEW CANVASS TOPS
- NEW EXCLUSIVE "HALP-TOPS"
- NEW IN-CAR T-V SET
- NEW IN-CAR TELEPHONE
- NEW "CALIFORNIA ROLL PANS"
- NEW NARROW RIM WHITE WALLS

ONLY 10% DOWN
PUTS YOU ON THE TRACK
IN THIS SENSATIONAL
NEW WINNER!



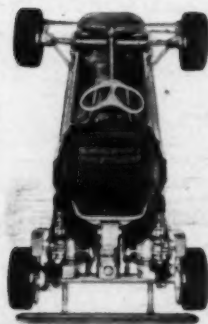
Outstanding features make the Sears Model 300 Racing Kart a winner any way you look at it. For example, exclusive Sears high-capacity twin flow replaceable element air cleaner effectively protects engine from dirt without power loss . . . reinforced stress-proof steel live axle mounted in high speed Timken bearings adds more rigidity to rear of Kart. Remote high-speed-jet control allows fine tuning without reaching around back . . . exceptionally high quality imported English drive chain, built to close machine tolerances, adds speed, virtually eliminates breaking or jumping. Drag link and tie rod steering, proven best for racing karts.

Finest twin shoe automotive-type internal expanding brake gives smooth, progressive braking action . . . rugged, notched and fitted $1\frac{1}{2}$ in. heli-arc welded tubular steel frame and $1\frac{1}{4}$ in. chrome-moly front axle with reinforcing bars. Top all these features off with deluxe quality heavy leatherette covered polyfoam upholstery with tuck and roll design plus electrostatically applied automotive red baked enamel finish and you'll see why a Sears Kart is your best buy! Nylon cord racing slicks are another Sears plus at no extra cost!

SEARS KART

\$359⁹⁵

(as illustrated above)
Slightly higher in some areas



See the complete line of Sears karts and engines (for all racing classes) at your nearest Sears Retail Store or Catalog Sales Office . . . or paste coupon on back of postcard and mail.

SEARS, ROEBUCK AND CO.
Dept. 138, Chicago 7, Illinois

Please send me complete details on the Sears 300/300 Racing Kart FREE without obligation!

NAME _____
ADDRESS _____
CITY _____
STATE _____

Satisfaction guaranteed or your money back
JUNE, 1961

In this month's

second issue of our ninth year

ROD & Custom

LYNN WINELAND
NEAL EAST
TOM UHLER
DOANE SPENCER
LES RITCHEY
BARBARA BELO
HARRY KAUFMANN
BOB GOTO

THE MOLE

FIFTY-SEVEN FLOPTOP

EQUIP YOUR CAR AS THOUGH YOUR LIFE DEPENDS UPON IT



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JUNE 1961

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associate editor
graphics editor
technical editor
technical editor
editorial assistant
advertising
ad production

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R. E. PETERSEN publisher	WALLY PARKS editorial director
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JUNE, 1961

NIGHT DRAG?

Nights can be a real drag if there's nothing to do. Insure now against deadly night drags by filling out the coupon below. A regular subscription to ROD & CUSTOM guards against boredom, ill humor and prevents you from being "out of it". Take our word for it... if you subscribe to R&C this month, you're in for a BIG surprise shortly thereafter. A real bonus... and at no extra cost.

Night drag? Not for the beady-eyed rod and custom enthusiast who sends his (paltry) three bucks for a year's worth of fine reading in ROD & CUSTOM!

Let's GO! Get off the line now. Get Rod & Custom... Avoid night drags.

ROD & Custom

5959 hollywood blvd.
hollywood 28, california
enclosed is \$3.00 for 1 year ☐

name _____

address _____

city _____

state _____



“NOTHING SUCCEEDS LIKE SUCCESS”, someone once said, and thus it has been with Rod & Custom. Likewise, “Imitation is the Sincerest Form of Flattery”, and this magazine has been followed by a host of its contemporaries in coverage of new phases of the automotive sport, pioneered and championed by R&C. To name a few of the more noteworthy items to first appear in this magazine we can recall Dune Bugs (We beat LIFE to this one), Karts, Mini-Bikes, a staff-owned, reader-directed, project vehicle (several, in fact) our small size, of which we were original in the field, and coverage of model car customizing as an inseparable segment of the sport.

Least anyone think we were unaware, we'll own up to a few plagiaristic tendencies on our part; we're not above following up another publication if the subject is worthy of greater or varied presentation and interpretation.

Even though Rod & Custom has been the acknowledged leader in the field, continued success is not to be gained by resting on past laurels, thus changes are instituted as necessary to ensure continued progress.

One change sure to be noted this month will be the new title and author of our final editorial page. Regrettably we acknowledge the loss of Bob Pendergast and his scintillating column, “Just Chattering”, following his acceptance of the editorial direction of another publication. The blow is mollified however, in that R&C Technical Editor Doane Spencer will now be carrying on in a similar capacity with a new page of interesting sidelights and technical material presented in an informal manner. Doane's page, located at the rear of the book is self explanatory under the heading of “Bench Session”.

With this move, Les Ritchey, co-editor of things technical, will assume the regular and capable direction of “Tech Specs”, answering the letters of the more interesting technical problems encountered by the readers. Les' more-than-full-time job of running his own shop, *Performance Associates* leaves him both well qualified and a bit breathless when it comes to keeping up with the mail, so only the best letters with problems of general interest and technical background can be answered in his column.

Another big change in R&C will be announced in this column next month; one which is sure to leave a lasting impression on the automotive magazine market. We've been working toward it for a long time and hope you'll be pleased. Check in with us on the July issue to find out the good word. ●

lynn wineland
ROD & CUSTOM

FOX WINS at NASSAU

the World's Champions
drive Standard Fox Karts



1st PLACE

Chob Carey, Rockford, Ill. "A" Sportsman
World Champion,
title winner, driving Standard 1961 Fox Go-Boy
powered by AH-58 Power Products Engine.



2nd PLACE

Dick Wiggs, Princeton, Ill. "A" Open
World's Championship
second place winner, driving Standard 1961 Fox
Mak-Kart powered by MC-10 Engine.



3rd PLACE

R. P. Harrison, Gastonia, N. C. "C"
Sportsman World's Champion
third place winner, driving Standard Fox Go-Boy
powered by WB700 Engine.

Fox 1961 kart models meet the test with flying colors at
the Nassau World Championship Races.

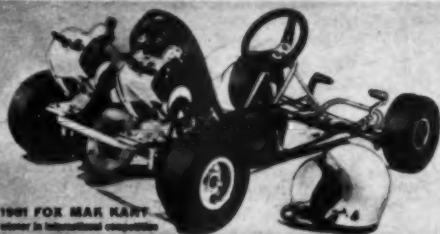
Once more Fox's advanced kart design and engineering
have proven superior in competition with all comers.
See these "leadership" features that make the 1961 Fox
Kart the winning competitor you want!

- "Spring-torque", chrome-moly racing chassis with
shock-absorbing "multi-flex" front axle
- Shatter-proof, demountable aluminum wheels — or
Hards magnesium wheels
- 6 inches more leg room — with safe, sturdy
"foot-rest" pedals
- "Satellite Seat" — one-piece, deep bucket seat
reduces kart weight by a full 7-1/2 lbs.
- Hands quick-change aluminum racing sprockets
to suit any track.



Unequaled — Unsurpassed

FOX WORLD-CHAMPIONSHIP PERFORMANCE



1961 FOX MAK KART
a winner in international competition

FOX GO-BOY CARTS, INC.

Box 787, Janesville, Wis.

Priced from \$995 less engines. Freight paid to
nearest distributor.

☐ Please send Fox Ratio Checker and complete
free karting catalog.

☐ Please send a battery-powered Go-Boy Kart
toy model kit by Hawk and complete Fox literature.
\$1.50 enclosed.

☐ Please send T-shirt with full-color Fox Kart
illustration on front and complete Fox literature.
Children's sizes, 4-16. Adults' sizes, S-M-L. My
size is ____ \$1.50 enclosed.

INCLUDE YOUR NAME & ADDRESS

DEALERS: Write for Fox dealer information
sheet and receive 10 FREE Ratio Checkers.

Distributor Inquiries Invited

OUR READERS WRITE - or wrong

WE WERE ONLY KIDDING!

I thought the readers of Rod & Custom might be interested in the conversion of my 1953 Plymouth four-door sedan to the two-door single seat car pictured in the enclosed snapshot. A section of the body comprising the rear seat and rear doors was cut away and the front and back sections welded together resulting in a reduction of 220 pounds in weight.



The machine attracts much attention and favorable comment and is very satisfactory.

Leland A. Dye Boston, New York

* Reader Dye must have seen the cartoon from October 1960 R&C shown below before deciding to section his Plymouth.



NO, NO, NOT US!!!

I subscribed to your magazine in June of 1960 and when my subscription is over I will not resubscribe. The reason for this is the terrible thing you did to Roth's Beatnik Band-it. You were just as much to blame for ruining that beau-

tiful masterpiece with your crazy ideas for that crummy bubble. For this reason I am boycotting your magazine. The progress reports on the Beatnik Band-it on page 26 and 27 of your June edition was the only reason I subscribed and now that you ruined it I will not resubscribe.

J. J. Cocanougher Colonia, N. J.

P.S.— Like, man you are from nowhere-ville in my square book.

* Now hold on, Hess... WE didn't do any such thing to that or any car. All we did was report the crime, not commit it.

THE BEST YET

Just dropping you a line to congratulate you on what I think was the best edition of ROD & CUSTOM ever printed. I thought your articles on manifolding, and transistorized ignition were like fascinating, as well as being highly instructive. I'm glad to see that you've excluded a lot of karting articles. I'm not knocking karting, mainly because I own one, and I must admit it's been a blast. But I say, everything in its place, and karts belong in karting magazines. For more daring karters like myself, a bumpy dirt road, through fields and woods can turn out to be a lot of fun, if you have quick reflexes and a good set of nerf bars (the nerfs are a good idea in case a tree, bush or ditch happen to get in your way). They also come in handy if you're confronted by any animal life such as bears, wolves, and what have you.

Getting back to rodding, I think this East vs. West controversy is ridiculous, a rod is a rod, no matter where it comes from. Even though I'm an Easterner, I think the West has got it all over us as far as enthusiasm in the sport goes, but of course it's been in the West longer than it has been here in the East.

By the way, I thought your Caricatures were the greatest, also the cute little statements in the back of your magazine. I may be wrong, but I heard

continued on p. 10

ROD & CUSTOM

NOW

SUPER-

THRUST

FROM



HOMELITE K-92 ENGINES

Big karting news! Homelite's new Stroker Kit boosts the powerful K-92 engines output an additional 10% to give you super-thrust that'll put you in the winning column.

Homelite K-92 engines equipped with Stroker Kit parts took the S-C Sportsman Class World Championship at Nassau. You can win the big ones too with the raw, extra power this modification provides.

Homelite's new Stroker Kit consists of a new cylinder and crankshaft to up the displacement of the K-92 engine to 5.78 cubic inches. You also get complete instructions on how you can modify this engine to take advantage of its full power potential.

Equip your kart with K-92 engines and win! You'll get super-thrust power with the new Stroker Kit... plus the dependability and ruggedness you'd expect from a Homelite-quality engine. See your local Homelite dealer for the complete story.

DEALER INQUIRIES INVITED

HOMELITE • A DIVISION OF TEXTRON INCORPORATED
388 RIVERDALE AVENUE, PORT CHESTER, NEW YORK

NEW STROKER KIT \$37.50

\$99.95
MSRP
Homelite Kart



K-92 Specs

Weight: 12 lbs. 8 oz. (including mounting brackets)
Carburetor: Pump diaphragm, Manual choke
Ignition: High tension flywheel magnets, dust and rainproof
Valves: Homelite pyramed steel
Bore: 2 1/4" **Stroke:** 1 1/4"
Displacement: 5.68
Available Accessories: Choke, air cleaner, starter and various steel sprockets.

Go Kart Palmini

MOSS

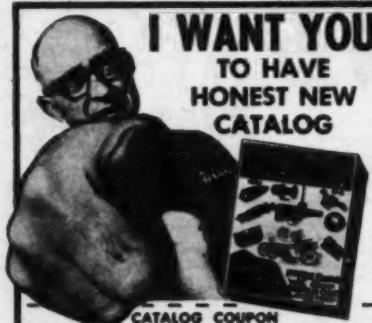


EASTERN HEADQUARTERS

Hundreds of Parts and Karts listed in our Big Catalog. All the latest items for Kart and 1/4 Midget Racing. Wheels, axles, helmets, gas tanks, engines, carburetors, slicks, frames, steering parts, stuffers, Steen C, steering wheels, etc. Send \$1.00 today for catalog!

CALIFORNIA SPEED & SPORT

296-F Jersey Ave., New Brunswick, N. J.



CATALOG COUPON

SEND 25¢ TO COVER MAILING AND HANDLING FOR NEW 1961 MAIL ORDER DISCOUNT CATALOG. BETTER THAN EVER. EACH CATALOG CONTAINS \$1.00 FREE CERTIFICATE.

NAME
ADDRESS
CITY ZONE
STATE

HONEST CHARLEY SPEED SHOP

Box RC 1904

CHATTANOOGA, TENNESSEE

OUR READERS WRITE

continued from p. 8

that in Kansas City in 1910, there were only two automobiles, and they managed to collide with each other.

In the near future, I plan to modify a '40 Ford coupe to suit my "street & strip" needs, and will probably be writing your Tech Column for info. Once again, thanks a lot for the best small magazine on the market; keep up the great work.

Philip Doyle

Wantagh, Long Island, N.Y.

CUSTOM AWAITS COMEBACK FROM KOREA

I just finished reading your latest issue of R&C. We all enjoy it to the fullest extent here in Korea.

Enclosed are two snapshots of my '51 Ford Victoria which I hope will be accepted for your fine magazine. It has been nosed and decked. Door handles removed, along with all other unneces-



sary chrome. The doors and trunk are solenoid operated. The grille is a straight bar. The hood has 90 louvers punched in it. The bumpers have been cleaned up. Dual spotlights have been added along with '57 De Soto side trim. It is louvred 4 inches front and rear.

The interior is white and blue Naugahyde, complete with carpets and rear seat tarpaulin. It is painted with eight coats of Bahama Blue and Gun Metal Gray. A Corvette mill and 4-speed box are next in line as soon as I get my discharge. Thanks for a fine magazine.

A/2c Larry Lamb

U.S.A.F., Korea

ROD & CUSTOM

VEERYNICE VICTORIA

Here is my version of a '42 Ford Vicky made into a hardtop. It runs a blown and injected Chevy, with "bell-tuned" exhausts. There are some major body changes, including the full-length



scoop on top, license plate housing, and channeled 9 inches. Painted pearl white with burgundy and silver panel scallops. It would please me very much to see my sketch in your fine magazine.

Gary Glenn

Lansing, Michigan

GREAT... JUST GREAT!

May I say, February R&C is great! It's really somethin', etc. I and the other guys who have read this issue like every part in it. The bits of info on pages 77 and 79 are terrific. They are almost like "Did you know" from the Dragster but yet they're different. We really enjoyed the whole issue.

It's been a long time. Glad to see karts out. I enjoy an occasional article on them but not every month in the magazine. I'm glad it's cleaned up. I usually like a mag with some technical info. This magazine has been known to skip a lot of it and add a lot of pictures. I know kids love pictures - they're easy to read. But what real good are they? I like them, too. I really enjoyed Manifolding & Transistorized Ignitions. Your mag was great!

Why doesn't Doane Spencer tell some of these jerks to go to a parts man and tell others to use their heads. Then he'd have more space to get down to more important and needed information. Okay? Some of the lugs could have their problems solved in the time it takes them to write, by looking in a parts manual. Why can't there be more articles on engine swaps? We do a lot of that here in Detroit. We haven't got a chance against stockers here unless we run what they run. Thanks for making a good magazine out of R&C.

Dave Mills

Detroit, Mich.

continued on p. 16

Championship Thrills with a Peanut Budget



Championship Thrills with a Peanut Budget . . . are yours with the popular Go Kart Greenhorn Enduro or Go Kart Scrambler Cycle. Use it for transportation, racing, fun, cow-trailing, anything . . . anytime.

Now available with your choice of Candy Apple Racing Team Red or Candy Apple Thunderbolt Blue Baker Hi-Gloss Finish. Greenhorn Enduro (Clinton A-400) is only \$119, the charging Scrambler (West Bend #580) only \$149 . . . both ready for fuel and fun.

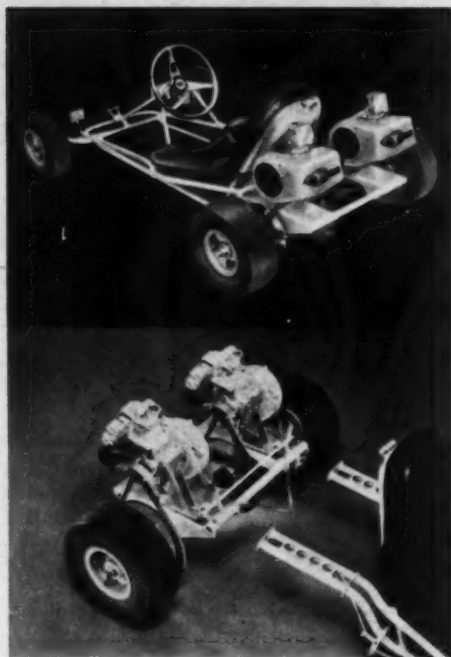
See your Go Kart Dealer or write for free information.

Go Kart Manufacturing Co., Inc.

6483 IRWINDALE ROAD, AZUSA, CALIFORNIA

JUNE, 1961

11



Revolutionary New R-1 Racing Kart

**with detachable shock-mounted
rear axle unit**

Now you can race one kart in several classes simply by switching rear axle/power units. The entire power/axle comes off in minutes—including engines, axle, sprockets, wheels and engine mounts.

Annoying engine vibration has been isolated from the kart frame and steering wheel by eight sturdy rubber shock-mounts! They soak up jolts—prevent driver fatigue and frame failure.

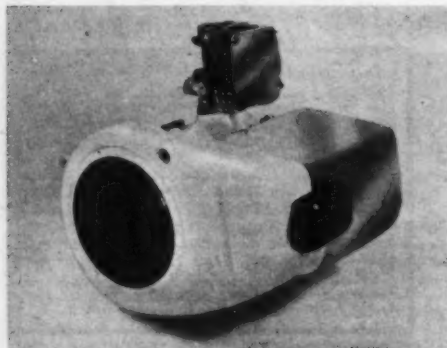
Now-type Tubular Steel Frame sections are contour-fitted before welding for strength.

Accurately Engineered Ackermann Steering eliminates wheel drag on turns.

Professional Details: Live rear axle, 1" full-keyed; tapered automotive-type roller wheel bearings; aircraft-type disc brake; magnesium wheels; baffled gas tank; one-piece king pin bracket and spindle.

List Price f.o.b. your city: \$230 kart only

McCulloch makes



New MC-20 Super Engine

The most powerful Kart Engine per cubic inch in America! Completely new from crank to shroud with a host of exciting new features! The MC-20 has been designed to set new speed records wherever it races. Chromed shroud and polished carburetor standard equipment.

Weight—10 lbs. • Bore—2.125 • RPM—12-15,000 • Stroke—1.635 • Compression—9.1:1 • Displacement—5.8 cu. in.

Easier Starting • Cooler Running • More Torque at Low RPM's • New Lightweight Aluminum Racing Piston • New Aluminum Cylinder Design • New Moly-Steel Crankshaft • Rods, Pins, Fuel System—new, all new!

List Price f.o.b. Los Angeles: \$137.50

Write for free literature on McCulloch's complete new line of karts, engines, accessories and the name of your nearest
5-0918A

PRICES AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.



the Champions!

New R-1 Racing Kart with unique features that outclass all competition! Completely new MC-20 engine—the most powerful kart engine per cubic inch in America! Together they're set to break track records all over the world!

GO WITH THE CHAMPIONS • GO WITH McCULLOCH!



McCulloch dealer, McCulloch Corp. 6101 W. Century Blvd., Los Angeles 45, Calif., Dept. RC-7 • DEALER INQUIRIES INVITED

JUNE, 1961

13

COMIN' UP for JULY

- **HEADER TESTS**
do they really help?
- **T-BIRD/TRUCK ENGINE SWAP**
part III — final hookups
- **CYCLE FEATURE**
modifying for dirt use

ON SALE MAY 25th

**KNOW
THE
PRECISION
POWER...
OF A
'61**



TRIUMPH

Thrill to the smooth surging power of a '61 Triumph! Reach a new high in real motoring excitement, 'cycling satisfaction!

Never before in motoring history has the connoisseur of fine-engineered, precision-built machinery seen such a compact package of pulsing power mounted in frame or chassis . . . two-wheel or four! See your Triumph dealer for **FREE** demonstration ride!

GET FREE FULL-COLOR, FULL-LINE 1961 CATALOG

Mail this coupon to nearest address



Please send **FREE** full-color, full-line 1961 Triumph catalog to:

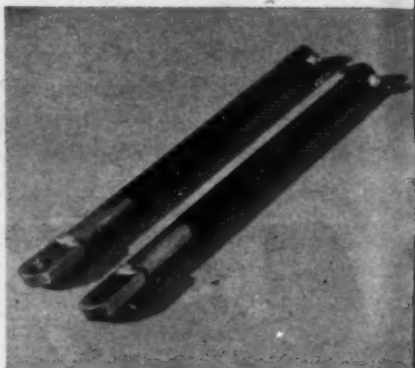
NAME AGE
Please Print

STREET

CITY OR TOWN STATE

TELEPHONE Dept. RC

auto -

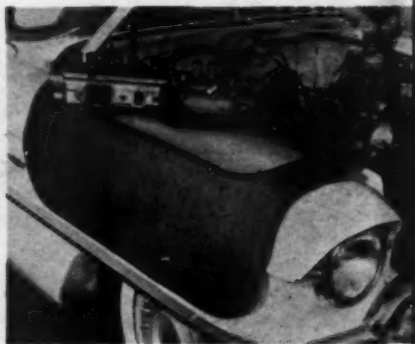


The most complete and detailed kart plans currently on the market are offered by a firm of well known and highly qualified designers.

The DELTA K-2 is an easily constructed live-axled design suitable for low horsepower family fun or the hottest competition.

Designed and styled by Charles Pelly and Bob Hubbach, the K-2 uses readily available components and hardware allowing the amateur craftsman to construct a top-notch kart without vast experience or outrageous expense.

A full list of materials is provided, photos of components with prices are included, drawings of details help with assembly and all measurements to scale enable quick reading and understanding of the blueprint drawings.



ROD & CUSTOM

- mart

J & G Products announces an exclusive "first" in the popular Mini-Bike sport; all new Spring Front-Fork Kit that quickly converts the little Mini-Bikes to that "Big" bike feeling and handling.

Kit is complete with instructions; the average Mini-Bike owner can convert his cycle in five minutes with only a hack-saw and wrench. Handling and feel is improved, as well as improved cross-country tracking. Available for all popular Mini-Bikes (specify brand and model) at only \$10.00 F. O. B. Duarte. Dealer inquiries are invited.



steering, deep-seat construction for best support and proportions proven to deliver excellent handling characteristics. Price of the plans, excluding tax, sent postpaid is just \$3.50 from DELTA design, box 41001-RC, Los Angeles 41, California.

A new fender cover has been developed by the Allen-Rick Co. to eliminate the problem of dimpling fenders when doing heavy engine work etc. An additional $\frac{1}{2}$ " thick piece of very firm rubber has been secured to the regular "Grip-Tex" fender cover. The addition is 36" long and approximately 10" wide and is placed in a position to protect the crown of the fender. This very useful cover is available for \$8.95 from The Allen-Rick Co., 7925 Chase Ave., Los Angeles 45, California.

JUNE, 1961

From the Heart of "AUTOLAND"

Southern California, NEWHOUSE AUTOMOTIVE INDUSTRIES

FREE
FULL 5 YEAR
SUBSCRIPTION
TO ALL 3

NEW
COLOSSAL
CATALOG



Handy Buying Guide to Latest
Auto Parts & Accessories at
Sensational New Low Prices!

BUY DIRECT
Cut out the
MIDDLEMAN
SAVE UP TO
50%
in Discounts

23

TIMELY ADVANCE NEWS BULLETIN

FREE AUTO INFORMATION SERVICE

AUTO BARGAINS OF THE MONTH

These Special Prices While Supply LASTS!

New High Quality
STEEL-PACK MUFFLERS
WERE UP
TO \$12.95 **NOW \$4.95** FOR ALL
MODELS

Improve your engine performance and increase mileage. Non-oxidizing "straight-through" restriction. Custom made to our mufflers. Custom made to our exact specs! Heavy rolled steel sheet. Absolutely leak proof. Pop-out! Absolutely leak proof. Exhaust ducts popular low "Exhaust Pacer" Type Universal Weld on type... give approx. length desired.



NEW TRIPLE CHROME PLATED SCAVENGER PIPES

THE LATEST GULF COAST
FOR STREET OR RACE

New Model with extra wide "Ball Flare" Flared "venturi" scavenger exhaust quickly. Less back pressure, more performance, fine sounding. Easy to install! Easy to install! Full 48" (4' long) 1 1/2" or 2" dia. \$10.00 each. Shorty (1' long) clips over exhaust pipe \$5.00 each.



Send Check Cash or Money Order

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**HOW TO PUBLISH
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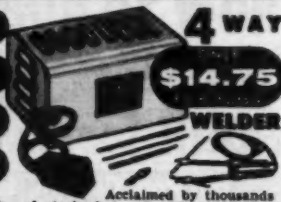
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OUR READERS WRITE

continued from p. 11

COW CATCHER CUSTOM

Enclosed please find one picture of a "show shoebox" taken at the 3rd Louisville Rod & Custom Show. Last month's shoe box looked like a farm wagon or something from "hicksville". If you're that hard up you have to put a mud-flap trap in reader's row, let me know



and I'll send you a few of our town's prize cars. I hate to see a guy spend all that time and energy on a neat car to have a '51 vic like that have a place in front of his. I guess it's "first write, first printed".

Have been reading the magazine since Barris got out of the navy and will till I push the tombstone over.

Don Kaelin

Louisville, Ky.

• Let's see those prize cars, Don. Say, the Box above looks like a train what with the reverse-roll pan "Cow Catcher".

LAUDS AND LAUGHS

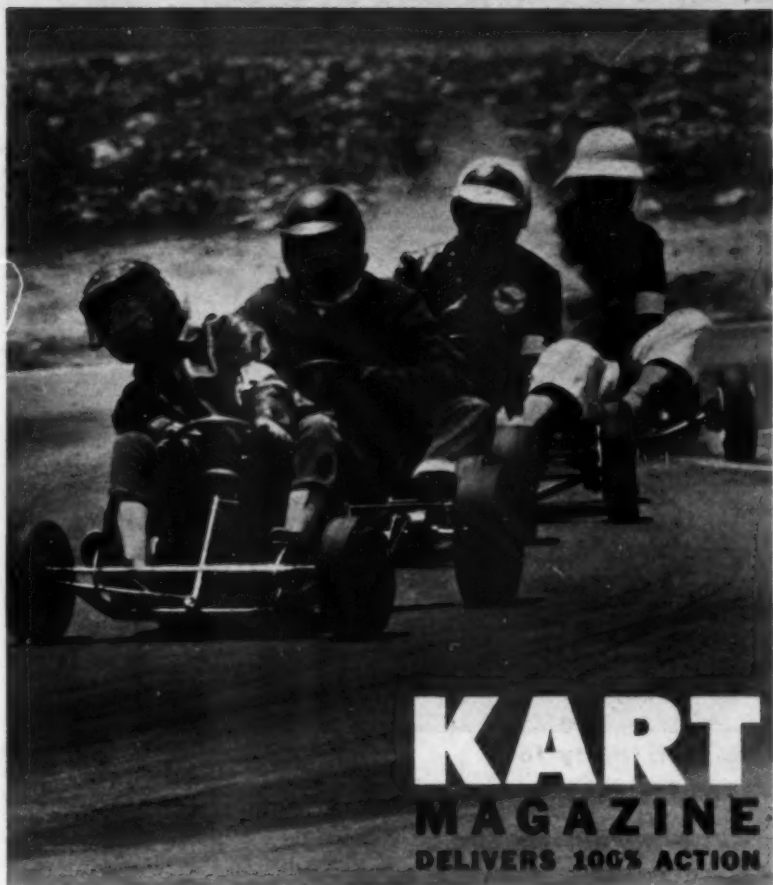
I just got the February issue of ROD & CUSTOM—what a great issue! I really dug Don Jolley's Car-icatures and am interested in the '29 truck project. The crew here has been laughing at the Jolley work that has been showing up recently in R&C, and we hope that you'll keep it coming.

I guess rodding is a little slower here than on the west coast, but don't give up on us yet. Keep up the great work R&C has been doing.

Chuck Rose

Harvard University
Cambridge, Mass.

ROD & CUSTOM



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JUNE, 1961

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**ohio-bred 'thirty-four
digs at the drags**

The Hoodlifters of Dayton, Ohio got their name because they were interested mainly in what was under the hood rather than what a fellow had done to the outside of his car. Still interested in lots of go and leaving the street dragging to the squirrels, John R. Reid of Dayton put his efforts into his 1934

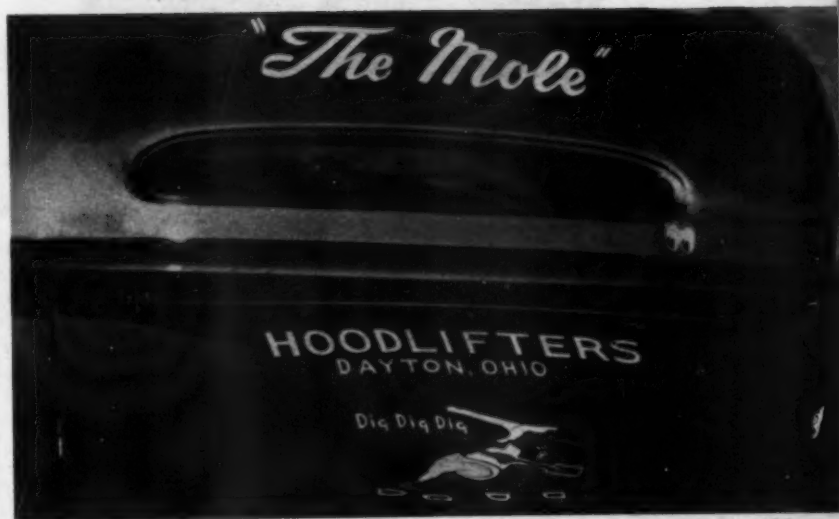
Ford coupe. In this case, though, one has to open the door rather than raise the hood to see what makes it go because the engine sits behind the driver. Driver position is in the "Mole's Nose." John overcame his

wife's objections to the project by having her help him build it. Now she's proud of it.

photos by jim rawlings

ROD & CUSTOM

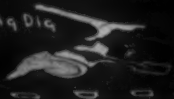




"The Mole"

HOODLIFTERS
DAYTON, OHIO

Dig Dig Dig



JUNE, 1961

19



THE MOLE 

ROD & CUSTOM



Body of the '34 has been channeled $3\frac{1}{2}$ inches over the frame and the top has been cut six inches. Two '41 Ford hoods were used to make nose piece. Deck and top section have been ventilated with many louvers and the whole car painted with candy apple red lacquer. The front end is Ford with Dodge shocks; rear end is '46 Ford. Rear "moleskins" are 7.60 x 15" M & H Racemasters. 1955 Chevy V8 has 283 cubic inches and is equipped with three Stromberg 97's, Harmon & Collins roller cam, Vertex magneto, ported heads, ForgeTrue pistons, Weber flywheel and clutch. Car has been timed at 109 mph in the quarter with an E.T. of 12.27.

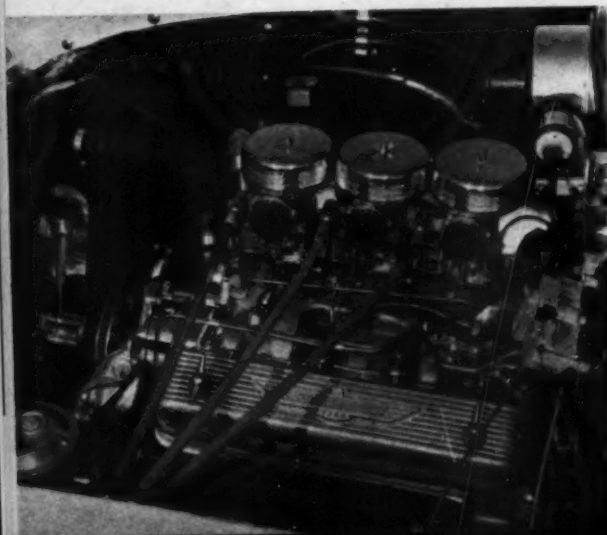


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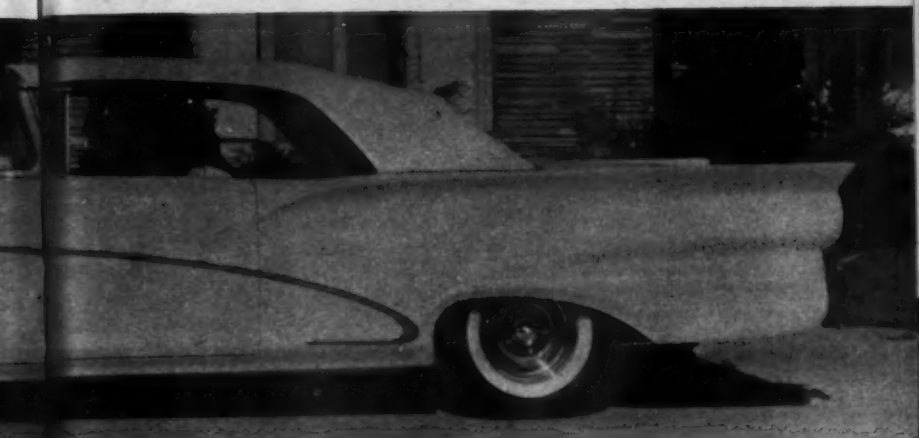


fifty-seven

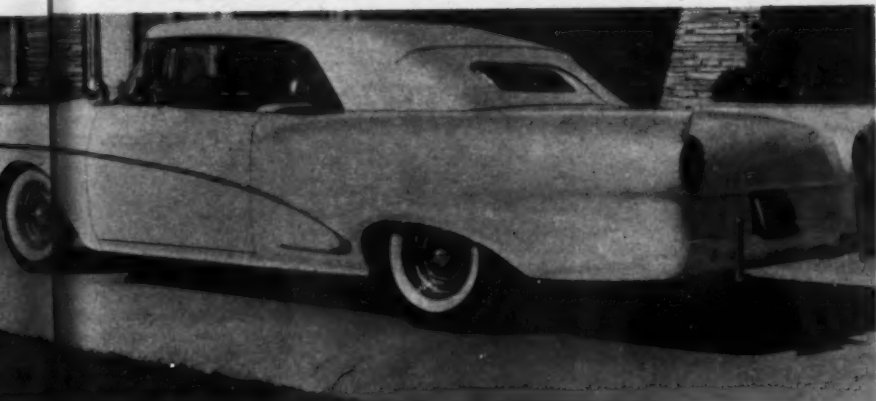
*subtle styling from
the show-me state*



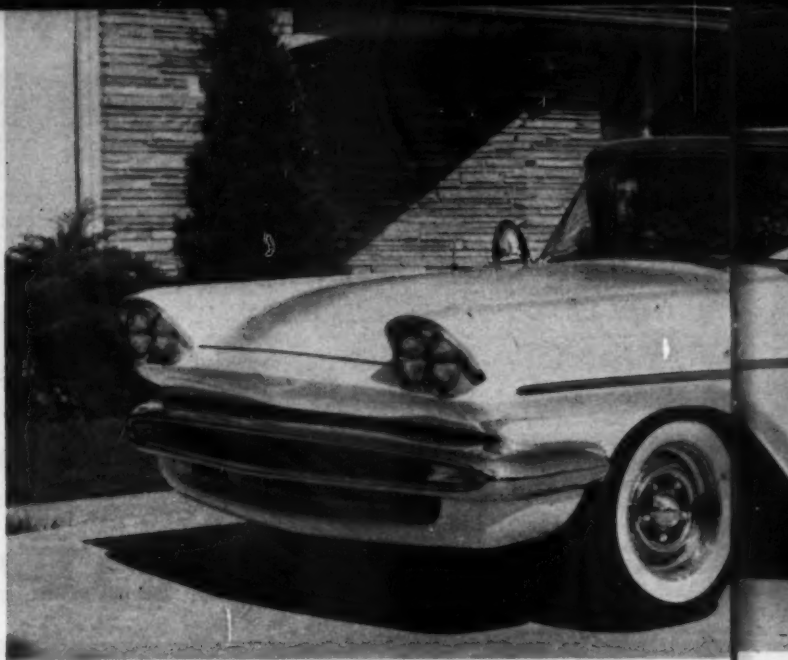
ROD & CUSTOM



FLOP TOP



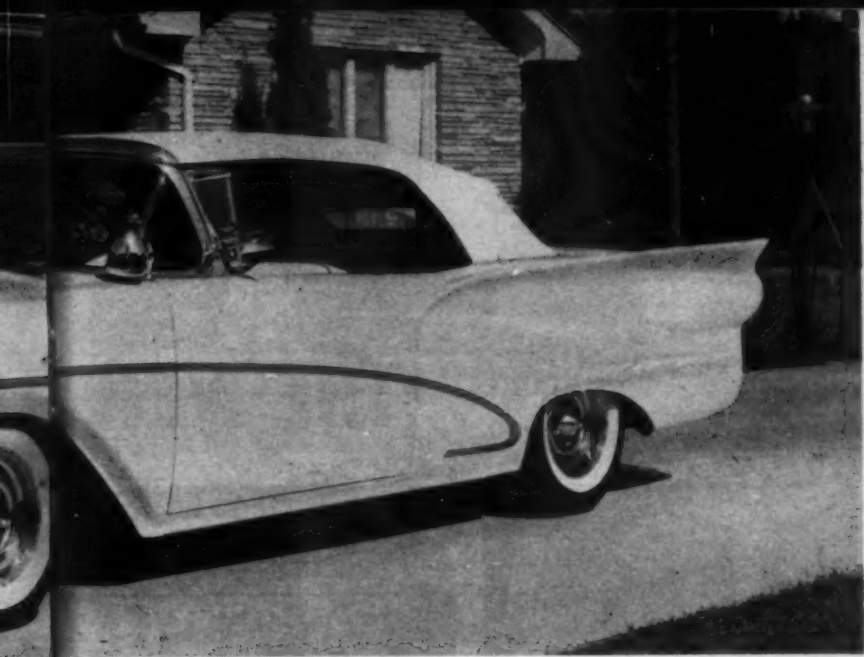
There is an old saying that "Haste makes waste" which indicates the value of deliberation. A good example of careful planning and un-hasty construction is the '57 Ford convertible belonging to Lloyd Franklin of Knob Noster, Missouri. Lloyd is the owner of a custom shop in Knob Noster and did the metal and paint work himself. At the front of the car, the fenders were reworked to mount '58 Ford quad headlights and oil seams and ornament holes were filled. A '57 DeSoto bumper-grille was fitted in place of the stock and the lower pan was added. At the rear, taillight rims were frenched and special lenses made; the bumper was removed, a pan rolled under the body and nerf bars built. Trunk is electronically operated.

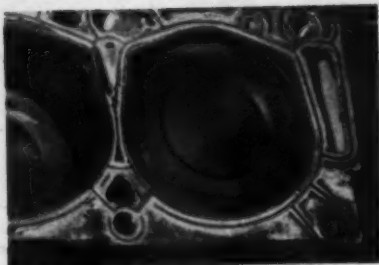


fifty-seven FLOP TOP continued

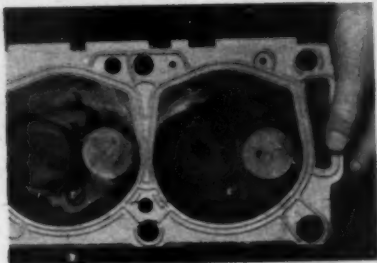
All side trim was removed and replaced with '59 Pontiac trim. The door handles gave way to remote latches. To get a better line on the top, two inches in height were removed from the bows and the top still folds. Chrome reversed wheels were added and red plastic disks installed for a special effect under the hub bullets. Finally ready for paint, Lloyd sprayed his own mixture of pearl lacquer which he calls "Mother of Pearl." For the interior, white and maroon Naugahyde was deeply rolled and pleated by Harold Hardin. The dash, hood and trunk also were upholstered. The '57 Ford engine was equipped with triple '56 Ford Holley carbs, Mallory ignition, porcelainized exhaust manifolds and T-Bird valve covers.







New High Performance engine released in 1961 is the 390. Distinguishing characteristics leading to a positive identification are the engine's dished dome pistons. Bore size is 4.050 inches.



Stock gasket placed on any of 360, 375 or 390 heads quickly discloses combustion chamber to be smaller than bore, shrouding breathing area around both intake and exhaust valves 20-30%.



Head is placed in rack, dyed and scribed to outline of gasket around each combustion chamber. Die grinder removes excess material fast.

FORD ENGINES

by LES RITCHEY

PART III

a guided tour of basic design, hop-up and tuning tips for the latest big blasters from dearborn

TWO FACTORS are responsible for the difference between an engine being a real bomb or an "also ran." One is engineering and the other is cost. If it weren't for the second factor we hot rodders wouldn't be able to do much at all to improve on the particular makes of engines we prefer, for engineering on all of today's high output breeds is exceptionally good. The cost department gets a hold of changes and along come short cuts and compromises; a bomb is turned into an "also ran." That's why this article deals with the places on the Ford 360 and 375 engine where the cost department has robbed us of a lot of suds we rightfully should be using to "clean up".

Let's take a look at the combustion chambers. The wedge is good and lends itself to lots of turbulence and a high percentage of quench area. This is conducive to lots of torque, and that's something which these engines certainly

have! But take another look around the intake and exhaust valves, especially the exhaust. By actual measurement the exhaust valves are 30% shrouded and the intake valves are 20% shrouded. This is caused by settling for a non-machined combustion chamber, a thing which we feel should be accomplished by a manufacturer who is building an all out racing engine. As a consequence on all our dyno runs any horsepower sustained over 5200 to 5500 rpm was hard to come by. We set out to find the reason why.

The engine was run for a total of 8 hours and curves plotted at 3000, 4000, 5000, and 6000 rpm. Carburetors and ignitions were changed and all valve settings, but no combination used netted over 322 hp at 5500 rpm and a sustained reading could not be had. Something was robbing the engine of its horsepower.

We removed the heads and intake

THE NEW FORD ENGINE continued

manifold to check every feasible reason we could think of. This is what we came up with: The exhaust and intake valves were shrouded greatly and a miserable intake-to-head alignment was also prevalent. We went right to work. The head and intake manifold were blued and scribed to outline the gaskets, then a dye grinder was used to match the heads and manifold. We only went a half inch in on both heads and manifold. No port work was done, even under the valve heads. Then we painted the heads with Dykem, took a head gasket, put it in place, scribed the circle of the gasket and proceeded to grind straight down on the shrouded area of both the intake and exhaust. We also ground a bevel from the valve seat up to the top of the head to try and get a little more of an even flow in and out of the valves. At this time we decided to check the valve spring pressures. These were found to be from 15 to 30 pounds weak after only eight hours of running. This has been one of the big reasons for poor performance on not only these high performance engines but all of Ford's engines since 1958. The blue-coded, high performance springs had been used, so we decided to use the recently released Ford valve spring part No. C1AZ-6513-A and new retainer No. C1AE-6514-A with an installed spring height of 1.820". This should give a seat pressure from 91-101 lbs. The color code combination is orange with a purple stripe. This combination works much better than the original and would be a wise change for any 360 Ford high performance engine.

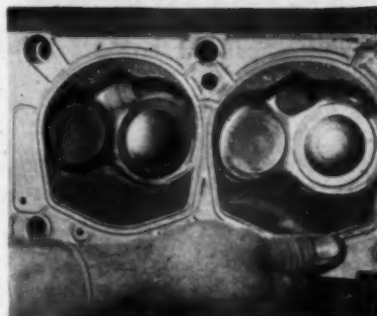
The heads were reinstalled, intake manifold put in place and all bolts torqued to "spec" with no other changes except what has just been explained. The engine pulled 347 hp at 5500 rpm and 355 hp at 5800 sustained using a single Holley four barrel. It became obvious to us that a certain amount of sacrifice had been made in engineering to make the price competitive, which is usually the rule.

One more change that has been found to be well worth while for the drag fans who own Fords and one which took some twenty-five different combinations to arrive at the best combination is in the exhaust header department. The factory cast iron manifolds are probably the most efficient exhaust system ever put on a production line car, thus it took lots of hard work and ingenuity to come up with something better. Jerry Belanger of Belanger Bros' muffler shop was called on the scene and pipes were soon cut and welded in all kinds of combinations. Big pipes, long pipes, split pipes and different degrees of scavenging were used. Some were as good as the factory jobs but not any better, so we decided to go against logic. This was done and it paid off! Inch and five-eighths diameter outlet pipes were used on each port and the impulses were split with cylinders 1 and 2 together and 3 and 4 paired on the right bank. Cylinders 5 and 7 are together and 6 and 8 are grouped on the left bank. This gives a 270°, 360° impulse and the scavenging effects are absolute. The pipes were 27 inches long and run

continued on p. 64



(left) Nearly $\frac{1}{8}$ inch of cast iron has been removed around each valve. Grind straight down so full effect is gained even at small valve openings. Radius corners at the bottom.



(lower left) Placing head gasket in position again it may be seen that chamber now conforms to shape, has machine finish. All chambers must be done alike, checked by carefully...

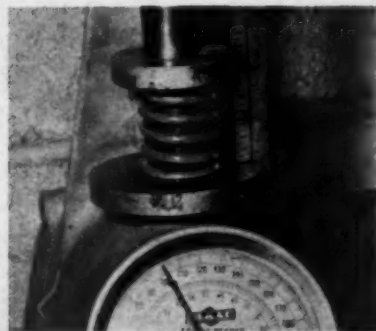
...cc'ing to assure equal capacities (below). Setting head exactly level, pour solution of $\frac{2}{3}$ rds solvent to $\frac{1}{3}$ rd 10W oil from graduate beaker through $\frac{1}{2}$ hole in glass plate till full.



(left) Comparison of standard valve springs to new replacement part for High Performance engine shows new spring on left to have bigger wire diameter. Color code is orange, purple.

(lower left) Checking the spring pressures on Rimac spring tester at height of 1.820 in. brings the pointer to low 87 lbs. on stock coil after only eight hours running on the dynamometer.

(below) Proper pressure of replacement coil indicating 102 lbs. at same spring height is observed on the second test. Seemingly small detail will make volumes of difference in hpl



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PEDRO at INDIA



NAPOLIS

by **DON HOPPEL**

Illustrated by Don Jolley

PEDRO EES BUILT A CAR for the Indianapolis race. He says that foreign compeetion has been a joke too long and he ees going to prove eet. So what he wants someone to

do pronto ees save a pit for him for thees year. That ees for the 500 miles race, the beeg one, where they run like Hades and take a year to put the car back together again. We are rushing to finish the car now and Pedro thinks we can make eet no doubt.

Pedro dreamed thees one up one night and eet's hairy. But that's the way he likes them. She ees a roadster like nobody seen no time. When Pedro unloads thees bomb at the breek yard some of them wise guy mechanics are going to take their sledge hammers and make sleek tracks for Nowhere, U.S.A. Eet's the chassis! Pedro designed and built eet himself. He didn't have no dinero to buy chrome tube for frame but he solved thees simple problem queeck like nothing. What he did was take the rain spouts off his house. They sure bend easy for making frame. And with some aluminum paint eet almost look like reel chrome. Except sometimes she sags when you sit in the seat. But Pedro's not worrying about that yet. She only drags when you go over a bump or curb or wall and Pedro don't want to do none of them theengs at Indy. He says he ain't Deek Tracy.

But when she sags she ees the lowest theeng on four wheels. She ees so low we had to put the shocks upside down to catch the bumps. And thees I swear by my fat wife ees true. Pedro had to dig a three feet deep hole in the backyard to find the center of gravity. The axles ees so low to the ground that the wheels will possibly maybe have to run off center. And sometimes when Pedro lays awake at night he worries that therein someplace he might find a handling problem. But she ees low!!!

PEDRO AT INDIANAPOLIS

continued

Like the white line in the road. Ees that low? Let me tell you sometheeng. Thees horizontal Offeey ees nothing!! Absolutely!! Aw, she plain awful. Pedro says eet's just bad engineering. He says she, steeck up like un breeck building in a wind storm. Why did they build eet? Why didn't they put wheels on the Empire State Building? Who's going to watch out for airplanes? Not Pedro!

You guessed eet! What Pedro ees building ees first countersunk Offey

Absolutely! How are you going to do one better than that? She has some bugs but Pedro theenks he catch them. He wants to get *Good Housekeeping* to guarantee eet will handle. He says only one caution necessary: driver he must run in the groove. Pedro says eets only sensible. Everybody knows about the groove at Indy - eets where all the fast ones run!

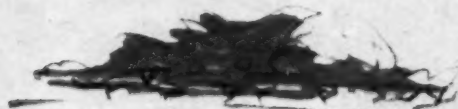
Look for us at the '000 this year. It's the *Adios Engineering Special* - maybe.



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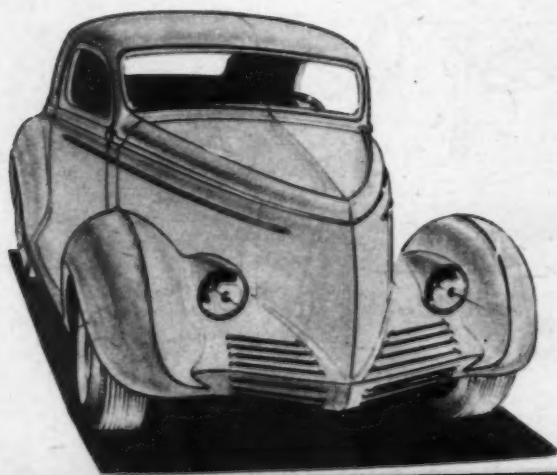
• off the sketch pad



The '36 Ford was very popular on the scene a few years back. We thought we would take another look and see what we might come up with. The car is basically a real Bear to work with due to the fact that modifying any of the major elements completely changes the flavor of the car — which in this case we don't want. However, here we go!

On the front end the lights were dropped and filled into the fenders. The extended peaks on the fenders roll down to form a wedge-shaped lower grille pan, which is louvered for cooling. The hood is built up and channeled in the center which converges at the front forming a large V. Moving to the side, the running boards have been replaced with built-up sheet or fiberglass which emulates the front end by being filled to a wedge section. This section extends fore and aft into the wheel well openings. The top has been filled but could be left soft. The formed plastic taillights are set into the circular body lines of an otherwise stock rear end. Mutt & Jeff skins establish the desired angle. Wheels remain stock, but could be reversed, etc. This completes the major external changes in the "sheet job". For a peek at a coupe dragster turn the page.

A PERFECT



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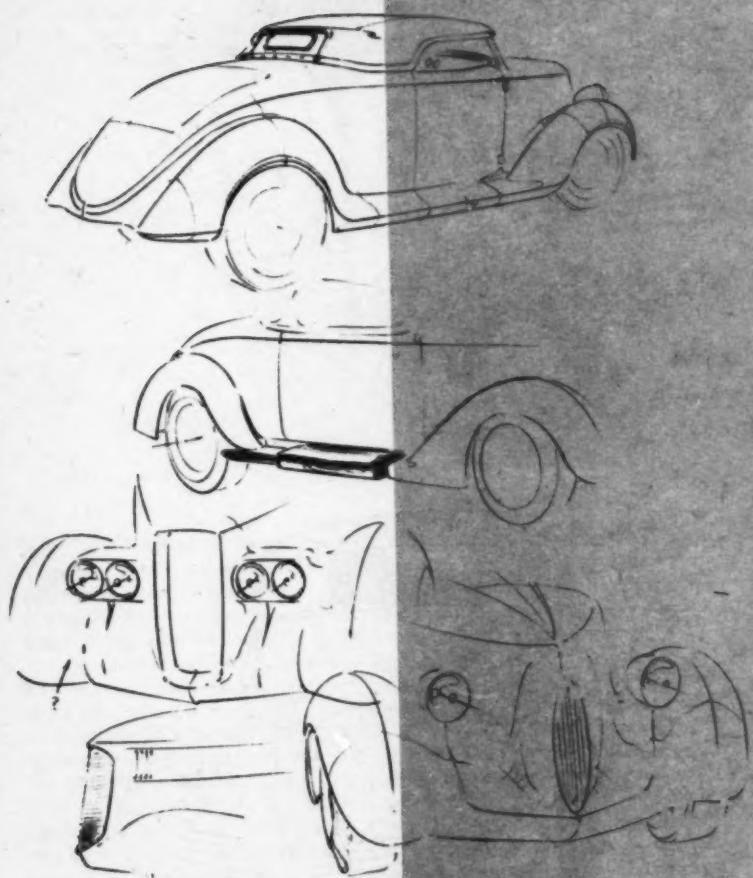
'36



STOM

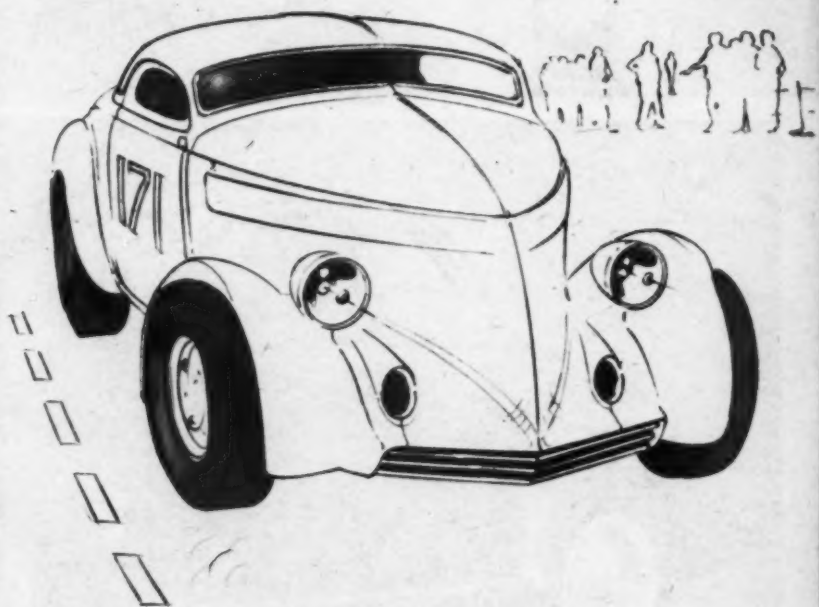
JUNE, 1961

35



A PERFECT

For the Drags or Bonneville we've take a little different approach. The front end is simple. The grille has been filled and replaced by the scoop at the bottom, with bars. Horn cavities have been scooped and are functional air ducts. The front fenders have been cut away at centerline, exposing part of the tires. The hood is peaked, as is the chopped and filled top. Hood sides have air outlets extending from the point of the hood. The rear fenders are cut and tucked at the front. The rear deck is stock. On the opposite page are sketches of possible treatments for the '36. In order to please most of the people most of the time we welcome your suggestions for other sketchpad features. Send comments to OFF THE SKETCHPAD, Rod & Custom, 5959 Hollywood Boulevard, Los Angeles 28, California. ●



'36 continued



**a 'forty proves
itself tops for...**

SHOW, STRIP and STREET

photos by bill rolland



Although the '40 Ford coupe has been popular for a while now, it isn't often that we see a show '40 which is also regularly used for dragging and normal street use. Jim Ballard, of Maywood, California, figures that just a show car is impractical, so he uses his coupe for all three activities. As originally built by Gene Bierman, Maywood, the body has been kept completely stock. Candy Blue lacquer is relied upon to catch the eye, rather than extreme metal work. For an interior of matching quality, Ed Martinez, of Maywood, rolled and pleated white and silver-blue Naugahyde over everything on the inside. Window frames and ash trays were chromed and a Sun tachometer and extra Stewart-Warner gauges were added. The engine room has been detailed as neatly as the rest of the car, and has been liberally sprinkled with chrome goodies. A Chevy Corvette V8 of 283 cubic inches also has lots of brightwork and is equipped with Duntov cam, Fenton intake manifold mounting three Rochester 2-throats, Corvette ignition and exhaust manifolds. Engine was built and installed by Fritz Voigt. Transmission is a '41 Cadillac side-shift with the tail shaft shortened. From the transmission, power goes to a '57 Chevy rear end equipped with Posi-Traction and 4.11 gears and 7.60 x 15 Inglewood slicks. Braking is given an assist from a Hydovac power brake booster. Monroe shock absorbers are used. Performance at the drags and at shows is attested to by a number of trophies and a time of 97 mph. in 13.83 sec.

**EQUIP YOUR
CAR AS
THOUGH YOUR
LIFE DEPENDED
ON IT**

To most hot-rodgers, the subject of auto safety and, more specifically, seat belts, is "old hat." Why then, should we take another look at an old subject? While the subject may be quite familiar, it is by no means stale or static. New and pertinent information has come to light which should be brought to the attention of the hot-rodder and the man-on-the-street alike.

There are two general areas of interest involved which are overlapping. One area is that of public attitude toward seat belts, and the other is that of the results of actual testing and experience with use of the belts.

While the use of belts has been accepted in racing circles for a long time, the idea of using them in the family car is a comparatively recent one. Ray Brown Automotive, in Los Angeles, was the first to manufacture and sell seat belts, starting in 1951. Until that time, the only belts available were the wide,



heavy, surplus aircraft belts. These were fine for racing, but who wanted them in the family car? Ray began to put out a smaller belt with better looking hardware and in different colors. However, the public attitude was far from good. Early users of seat belts were always the receivers of smart cracks like,

"Aren't you on the wrong landing strip, Buddy?" or, "Where's your wings, Mac?" or, "Race much?" A person who used seat belts on the street was compared to the motorcyclist who wore a helmet — it just wasn't the thing to do.

For the most part, only the squirrels continue to hold this attitude toward both the belts and helmets. Most people today will admit that it is probably a good thing to have seat belts and to use them. Automobile manufacturers are getting more orders for seat belts in new cars and the independent belt manufacturers find that business is good. Apparently, the job of educating the

ROD & CUSTOM

**latest facts on the best single safety
you can use... the seat belt.**

public that seat belts are good for everybody has been successful. But that isn't the end of it — another problem has arisen.

While the basic idea has been fairly well accepted, there still remains a good deal of misinformation about *how to use seat belts*. Some of the popular misconceptions concerning use of belts are outlined in a new pamphlet published by the National Safety Council. One thought it deals with is the value of seat belts at moderate speeds — speeds which everyone drives in their daily driving around town. Statistics show that more than half of the accidents involving injury or death occur at speeds of *less than 40 miles per hour*. Yet, most people think of using the belts only at highway speeds, or else find it too bothersome to wear them when just driving to work or to the store.

Directly connected with the foregoing is another statistic that will surprise many people: Three out of four traffic deaths occur within *25 miles of home*. Here again, the idea that seat belts are just for trips on the highway is shown to be dangerous. We all need to realize that seat belts are a must around town and that putting them on should become as automatic as putting the key in the ignition.

Whether an accident happens in town or on the highway, the fact remains that chances of being killed are *five times greater* if one is thrown from the car.

An objection to the use of seat belts concerns the possibility of the car being submerged in water or catching fire, due to an accident. In these instances, it is really safe to be wearing a belt? First of all, chances of escaping one of these situations are much better if one is conscious. A seat belt keeps the person from knocking himself out on the windshield or top. All seat belts can be unfastened with one hand, even under pressures such as encountered in a roll-over. Secondly, the chance of this type of accident are extremely rare. Studies of over 10,000 accident reports show that accidents involving fire and submersion, added together, account for only one-half of one percent of the total.

In view of these facts, there shouldn't be much doubt about when to use the belts. A simple "rule of thumb" might be: fasten the belt before starting the engine.

One other use of seat belts which isn't often discussed is in the case of children. All sorts of objections can be immediately raised by parents who can't see trying to secure their children in one

EQUIP YOUR CAR continued

spot. Let's consider the basic problem, however. An automobile is just as lethal as any drug or firearm. Yet the same parents who keep the poisons and guns on the top shelf will cruise down the street with their children standing along side of them in the front seat of an automobile. Elaboration isn't necessary on the results of a solid smash, even at 30 mph, in this case. Children can be taught to use seat belts just as they are taught to brush their teeth.

The second general area of news is related to the results of extensive research and investigation of accidents. One of the most extensive studies has been conducted by the automotive crash injury research program of the Cornell Medical School, Cornell University. Records in innumerable accidents involving injuries to people who did not have on seat belts were compared and the results compiled. The Cornell Aeronautical Laboratory, Cornell University, studied the seat belts themselves and the methods of installation with the result of suggested specifications for manufacturers. The Ford Motor Co. has run extensive test crashes, using dummies and recorded the effects. The Air Force experimented at Holloman Air Development Center, Holloman Air Force Base, using human volunteers as well as animals and dummies, to determine human tolerance. Conditions of deceleration forces, such as found in an auto accident, were simulated and the results of wearing a seat belt were noted.

The results which were obtained from the various tests and studies point definitely to the value of seat belts — under all conditions. A few remote and peculiar situations can always be pointed to as exceptions to the above statement, but the evidence is overwhelmingly in favor of the use of the belts.

As a result of these findings, many different organizations have become in-

terested in the belts. Organizations which are concerned with safety and health strongly recommend the use of seat belts. Among these are the American Society of Safety Engineers, American Medical Association, Automotive Safety Foundation, American College of Surgeons, National Safety Council and the U.S. Public Health Service.

Other groups are making use of the belts on a grand scale. For example, the Pacific Telephone Co., serving Southern California, is equipping 3300 vehicles with belts. At the same time the belts were installed in the vehicles, a program of education for the employees was started. Many employees equipped their personal cars with seat belts after learning of their value. A number of states, such as Oregon and Alaska have already or are in the process of equipping every state-owned vehicle with seat belts. Nearly half of the states now specify their use in some if not all state vehicles.

Legislation of various types is being considered in many states. Some will soon require all new vehicles to have mounting holes already in the cars to encourage installation of the belts.

Perhaps the most noteworthy organization to take interest in the belts is the United States Government. In the House of Representatives, the Special Subcommittee on Traffic Safety held numerous hearings on the subject and then published a report which highly encouraged the use of seat belts as a valuable safety device. The General Services Administration subsequently drew up Federal specifications for minimum limitations for seat belts for use in Government-owned vehicles.

It looks like almost everybody has come to realize the value of the seat belt. But...how about *you*? The tables have turned, so that those who are *not* using seat belts are the ones that might be referred to as "square." And nobody wants to be square — or dead. ●

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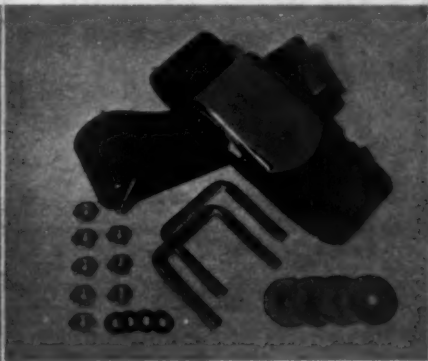
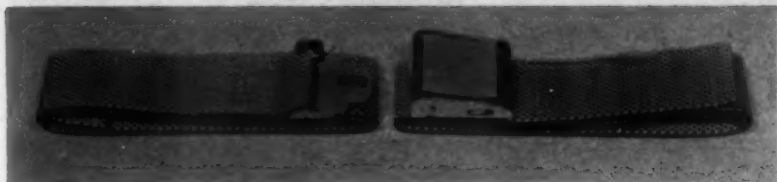
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(Top) Metal-to-metal type buckle has catch which locks through hole in insert tongue.

(Left) Aircraft type friction-lock belt with fittings which snap into ring bolts in the floor.

(Right) Friction-lock type threads insert end through buckle. Each mount has double bolts.

(Below) Dynamometer tests belts to required pressure by jaws separating 4" each minute.





Jim Miller has spent a grand-and-a-half on his '41 stovebolt, but...

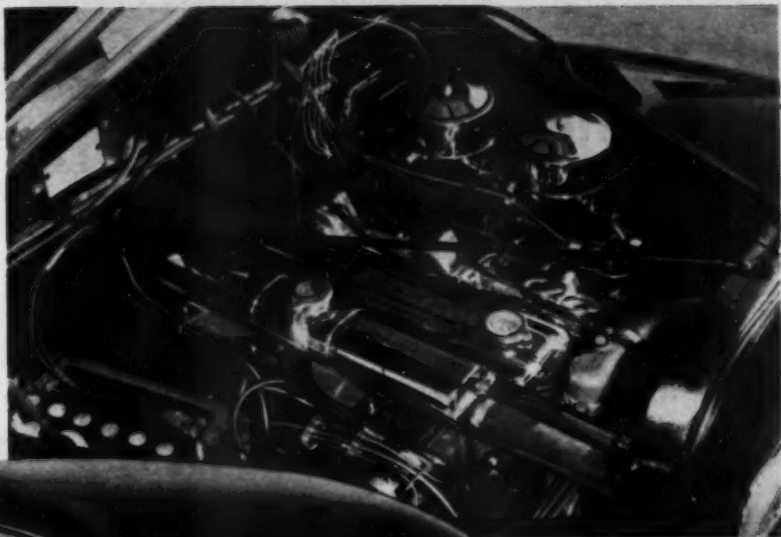
IT STARTED WITH A SAWBUCK

For \$10, Jim Miller, Burlingame, California bought a 1941 Chevy coupe and decided to build a transportation car that would be dependable and also a pleasure to drive. The body was left stock with the exception of the parking and taillights, which were Lincoln. The engine is a '54 Chevy with milled head, 3 carbs, Thomas rocker arms, aluminum pistons and Corvette flywheel. A truck bellhousing adapts pickup transmission to the engine. Great care was taken to make each modification as safe

and reliable as possible. Chrome wire wheels from a Chrysler were wrapped with special tape so tubeless tires could be used. Interior was done in white after Pontiac experimental seats were installed.

Entire steering is from a late Mercury. Paint is black lacquer. Car received R&C Award for Engineering at the San Mateo Car Show in 1961.





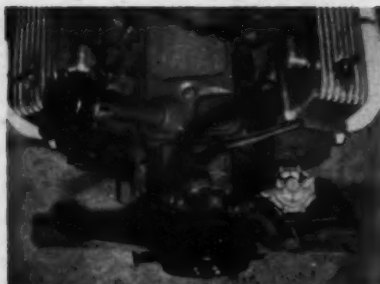
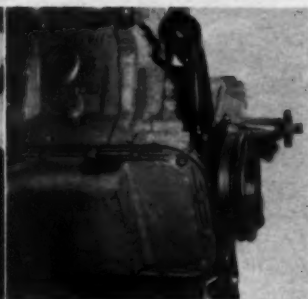
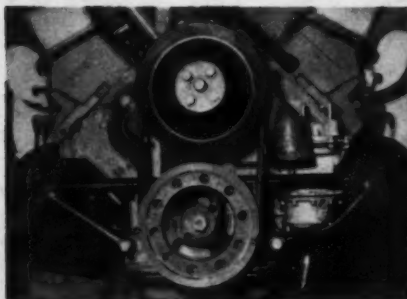
photos by dave cunningham

FITTING A FEATHERED FORD TO YOUR 'FORTY FREIGHTER

PART II

By Deane Spencer

*T-Bird-to-truck engine swap is typical of 312 engine
installation for early chasis*



Front engine support was fabricated from $\frac{3}{8}$ " diameter, .125" wall steel tubing, $\frac{1}{4}$ " steel plate. Stock flathead-type rubber biscuits, pads and bolts are used. Support is attached rigidly to engine with 1 inch longer than stock bolts in normal location on the timing chain cover. Light in weight, tubing mount is exceptionally strong and allows clearance for hose to water pump. Fuel pump has adequate clearance for removal without disturbing mount, although lower left tube must be bent to clear inlet fitting for fuel line. Oil pan has been notched to clear front crossmember (described in Part I).



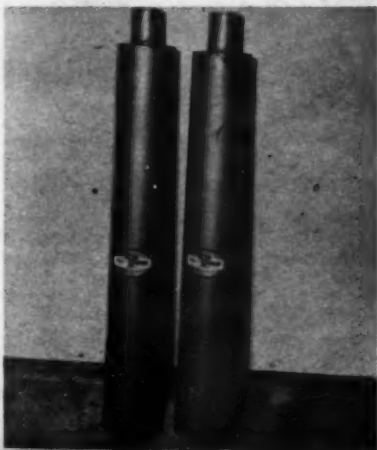
Standard transmission flywheel is bolted to 312 cubic inch, '57 T-Bird mill, with same pressure plate working in conjunction with disc from up to current Ford trucks (11" dia.)

Annexing 'Bird engine to '40 gearbox is via Cragar adaptor housing. Cast aluminum bell housing mounts starter in stock location on right of flywheel, covered by cup for Bendix.

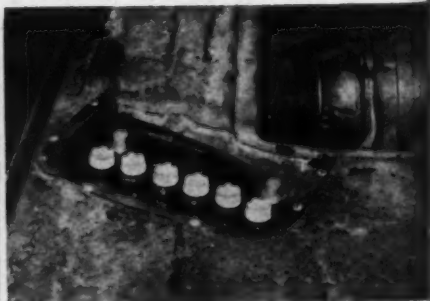
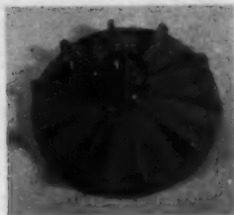
(right) Ram's horn exhaust manifold's are a stock Ford item, part no. 87T-9430-A, came on '57-'61 cab-over-engine trucks with the 272, 292 cubic inch engines. Clears steering.

(below) Mufflers selected for the swap are newly designed and produced by Dave Mitchell for Custom Muffler Mfg. Co. BestOne is extra heavy, fiberglass packed, 26" long with 2" i.d.

(below, right) Headpipes are heavy wall, 2" diameter tube leading from manifolds to mufflers. Tailpipes of 2" tubing with lighter wall extend only to rear of the running boards.



3/4" steel pods rigidly bolts over. mally water for ough fitting d-to rt l).



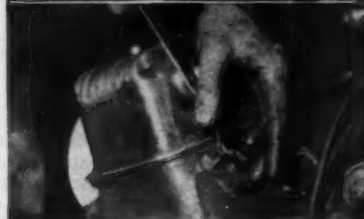
FEATHERED FORD

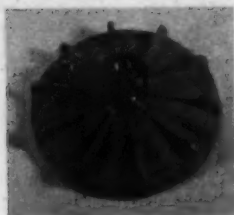
Standard placement for built-on oil filter at left rear side of block interferes with steering box on all '32-'48 Fords. Answer lies in Hildebrandt adaptor plate (far left) and remote filter cannister which may be mounted to fire-wall or frame under left fender and connected by short lines, fittings from power steering.

Electrical system is 12 volt with battery from Falcon or Comet easing location and mounting problems. Big 'Bird mill leaves no room for battery in normal '40 location under hood, so under the floor it goes! Falcon battery box floor is used, with walls on three sides formed as at left. Weld sides to base as shown. Top bracket cut to fit. Torch or neatly chisel the hole in floor at right side of the transmission and remove stiffener on frame. Flange top of the new battery approximately $\frac{1}{2}$ " and with open side inboard, drop into hole. Floor is bent to stiffen area, prevent raw edge. Half dozen metal screws hold box in place. Lid is made of $\frac{1}{16}$ " steel or aluminum, held down with metal screws, hinged on transmission side.

Although electrical system is 12 volt, instruments will be kept to 6 volt. Certain changes must be made to the engine units for proper reading. Oil pressure sender from flathead screws into 312 block as is. Water temperature gauge sending unit must have boss from left head removed, drilled, tapped to $\frac{3}{8}$ " pipe and then replaced with malle. Flathead 6-volt unit is inserted in head, connected in normal manner.

NEXT MONTH: INSTALLATION AND FINAL HOOKUP





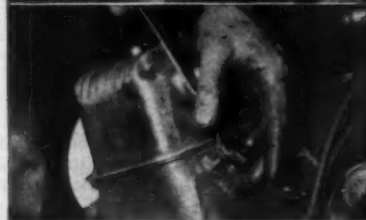
FEATHERED FORD

Standard placement for built-on oil filter at left rear side of block interferes with steering box on all '32-'48 Fords. Answer lies in Hildebrandt adaptor plate (far left) and remote filter cannister which may be mounted to firewall or frame under left fender and connected by short lines, fittings from power steering.

Electrical system is 12 volt with battery from Falcon or Comet easing location and mounting problems. Big 'Bird mill leaves no room for battery in normal '40 location under hood, so under the floor it goes! Falcon battery box floor is used, with walls on three sides formed as at left. Weld sides to base as shown. Top bracket cut to fit. Torch or neatly chisel the hole in floor at right side of the transmission and remove stiffener on frame. Flange top of the new battery approximately $\frac{1}{2}$ " and with open side inboard, drop into hole. Floor is bent to stiffen area, prevent raw edge. Half dozen metal screws hold box in place. Lid is made of $\frac{1}{16}$ " steel or aluminum, held down with metal screws, hinged on transmission side.

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NEXT MONTH: INSTALLATION AND FINAL HOOKUP





With the coming of the new scale plastic model car kits has come a big surge in the art of modeling. The new kits have detail which before their advent was nearly impossible to attain. As a result, the models are authentic looking and pleasing to the eye, even when put together in their recommended forms. However, just as surely as rodders rework the full-sized items, the scale models receive the usual customizing processes. Rod & Custom was the first to recognize the new modeling as a part of rodding, and so has from time to time reported on it. Modeling is one very good way to try out new ideas before spending hundreds of dollars in actual modifications. Also, the young modeler of today will be building the hot iron of tomorrow. The following article lists a few of the basic tools and processes.



The most basic tool for modeling is plastic glue. Glue must be used with care, not using too much or allowing it to show on surfaces.

When gluing chromed parts, plating should be carefully scraped off where glue is applied. Extreme care must be exercised in scraping.

Scraped part is then ready for glue. This is a ticklish operation and very little glue is needed. A toothpick can be used to apply glue.

An X-acto knife with a number of differently shaped blades is indispensable for building sharp models. Remember, fingers cut easily!

Files of all shapes and sizes come in very handy for customizing processes. They help make a model look professionally constructed.



R & C IN MINIATURE / *how-to*

continued

A set of small, assorted files is very useful when doing any extensive customizing. Files may be cleaned of particles with toothbrush.

For really clean cuts when chopping or doing other cuts around corners, a jeweler's saw blade is an ideal tool and fairly easy to use.

For cutting long, straight cuts, such as in sectioning, a razor saw is excellent tool. Lines should be scribed first, making cuts easier.

(Bottom left) A popular modification is to cut open the doors and trunks. The best way is to use combination of jeweler's and razor saws.

Areas which have been modified must be sanded smooth. An automotive wet-or-dry type sandpaper, used wet, is very good for this work.

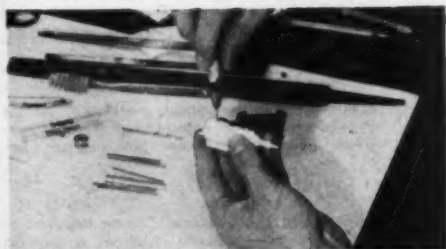
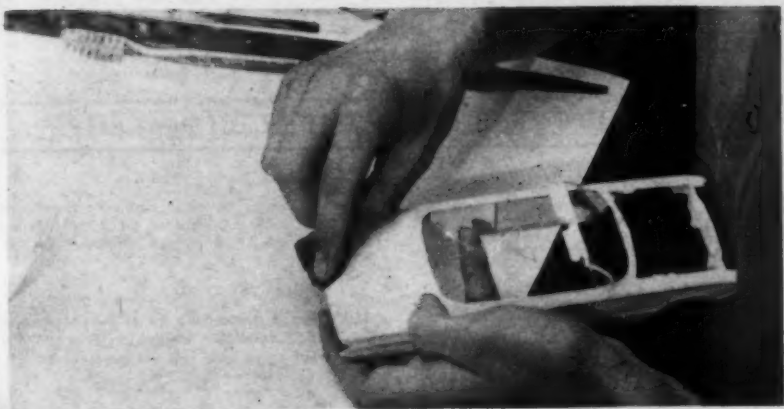
(Top, opposite page) On rough areas, use No. 320 or 400 grit to smooth out. For finishing, No. 600 will prepare the surface for painting.

At the time filing is done, or if additional filing is found to be necessary, the toothbrush is useful for cleaning area for work.

Quite often it is necessary to drill some holes. There are tiny drills available to modelers which are used by hand with special handle.

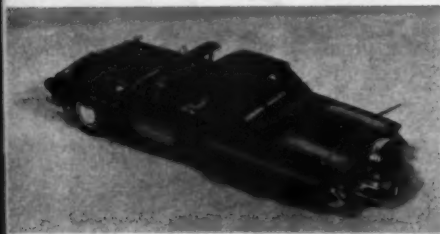
If drills are not available, a needle or pin may be used to make holes. Held with pliers, the pin is heated over flame and then hole made.





JUNE, 1961

R&C IN MINIATURE/new kits



New kits are being made available rapidly as new cars come out. Most of the 1961 cars are now available, such as the '61 Buick at left.

AMT offers a customizing kit of the '61 Pontiac Bonneville convertible. Model may be built a number of ways with just the parts in the kit.

Another AMT 3-in-1 customizing kit is the '61 Ford Sunliner convertible kit. A sheet of decals comes with kit and adds to finished appearance.

(Top left, next page) Jo-Han customizing kit is a '61 Plymouth Fury hardtop. Kits come complete with rubber tires, "chrome" accessories.

(Top right, next page) A newer dimension in models is the popular HO scale. A kit in HO by Revell is represented here by '61 Chrysler.

(Center) With the rising popularity of the compact cars, it is natural that manufacturers would offer the compacts in a model form.

(Bottom left) The Chevrolet Corvair has become popular with customizers, both as a real car and in the plastic form, as illustrated here.

(Lower right) Plastic has not completely replaced balsa wood models. The Berkeley balsa Packard Caribbean is one which is available.

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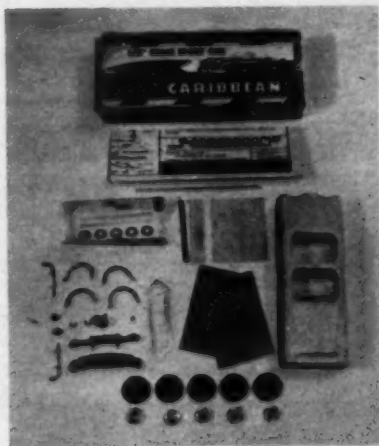
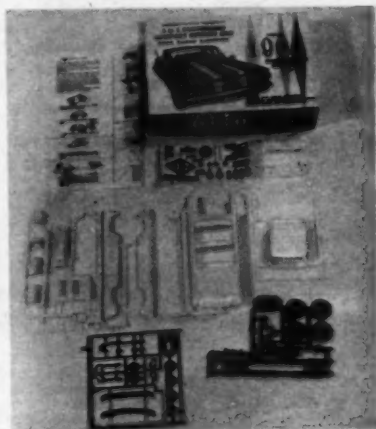
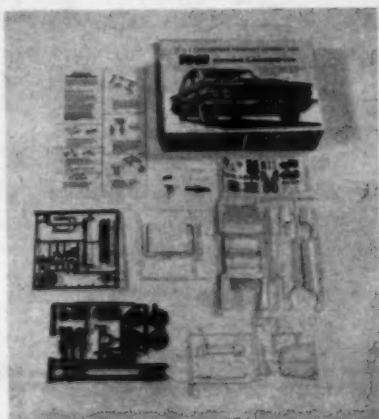
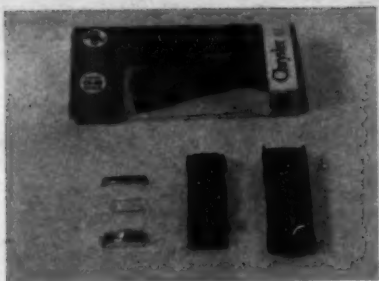
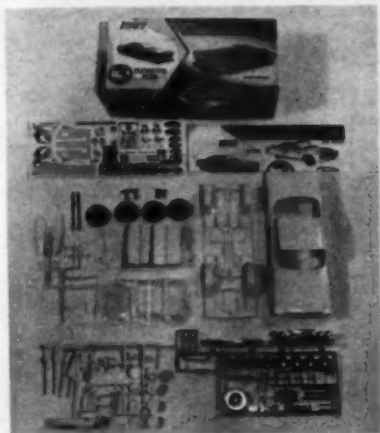
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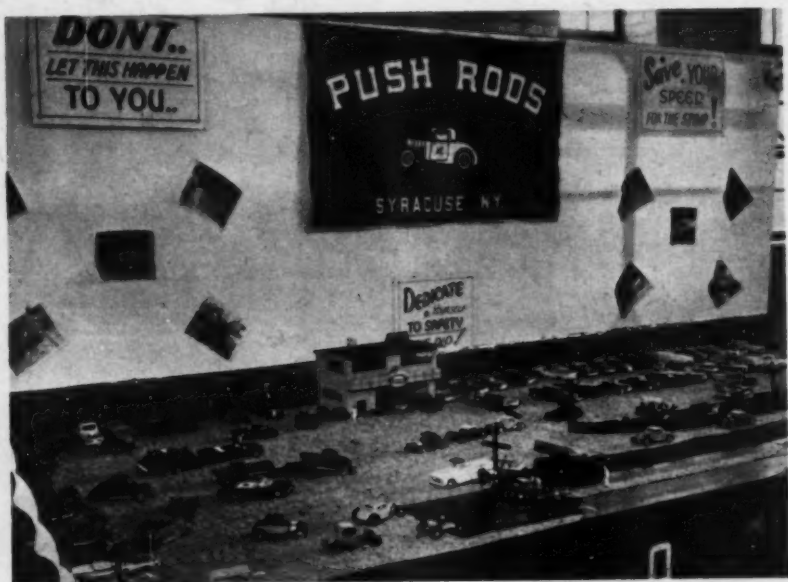
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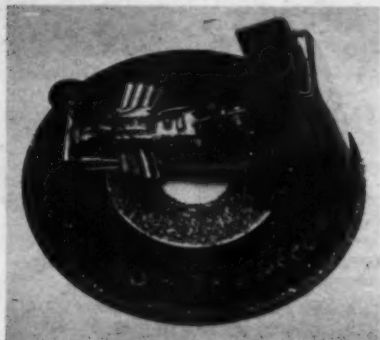
R&C IN MINIATURE / displays

continued



R&C IN MINIATURE / displays

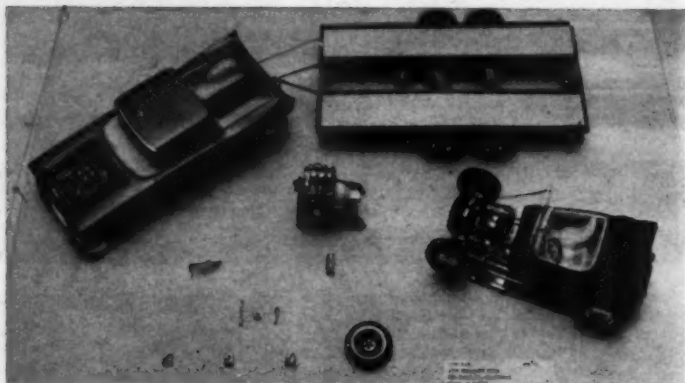
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Ingenuity is shown in display of competition tudor sedan. Play on words makes use of old phonograph record, glitter and the drag car.

Combination displays can be made very attractive, such as this one of a shortened pickup, trailer, roadster and spare engine and parts.

Backgrounds add to the three-dimensional effect of a display. Base which model sits on should have some special surface for the best effect.



ARIN CEE by miller

LOOK WHO'S
TURNED STOCK!

BIG DADDY
HISSELF!



POOR ARIN... MUST BE
GITTIN' OLD...

NEXT STEP DOWN IS CYCLES!



MAN... LIKE, HOWSCOME YA DUMPED
YER MOTORWALLS FOR THIS CAR...
STOCKER ALREADY!

THE ONLY WAY MAN!



I'M HIP... BUT YOU WAS ALWAYS THE CAT
WITH THE GO-GO-GO!... BUT NOW...
I DUNNO?

I'M STILL THE SAME OLE DOG...
...GO, GO, GO!

TALK TO ME!





by Les Rhiney

TECH SPECS

Dear Les,

What do you think of putting a McCulloch Supercharger on my 1961 Pontiac? I have a 389 cubic inch, 10.25-1 Comp. ratio, 283 hp engine. Do you think this supercharger is best? Do you think putting a supercharger on would be better than putting on a triple barrel manifold?

Gerald E. Smith Winton, Minnesota

• I think one of Paxton's new, two phase blower kits would work out fine on your Pontiac with a few modifications. If it were installed properly it should outperform the three pot going away. First, I think the heads should be cc'd and computed for about $9\frac{1}{2}$ to one compression and no more! This will be just right for about 5 to 6 pounds of boost. Secondly, the advance curve will have to be slowed down to get the best pull from the engine with a minimum of detonation. Adhere strictly to the installation instructions and you should be well rewarded in the performance department.

Dear Les,

I have a 1960 Ford pickup with the factory option, four-speed floor shift. My trouble is that with this setup my gearing is too low for normal street use. My top speed is cut down to 80 mph (with a tail wind). I would like

to know if I could change the rear end to increase the top speed and to speed up the lower gears? If the change would help, what ratio should I use to regain stock performance? The engine is a stock V-8. One other thing; I would like to lower the front end about two inches. Is there a kit made for this model? If a kit is made, where might I buy one?

Jack Frost

Bokchito, Oklahoma

• I am afraid you've goofed, Jack. No doubt you purchased the 4-speed box for drags, thinking you could pull good out of the hole. Actually, that's what it was built for, but differently — like for pulling stumps out of the hole! The gear ratios are not suitable for a car or a truck used for normal driving, although high gear is still one-to-one and should run faster than 80 mph. Evidently they have installed a very low gear along with the transmission option for heavy duty work. Without actually knowing what axle gear you have I'd say install a 3.70 gear in it. This should let you run 90 to 100 miles an hour (without a tail wind). If you want a good performing truck, I'd get rid of this four speed and buy a standard 3-speed overdrive and go to a 4:11 rear end. This is an unbeatable combination for go and cruise speed too. Any trans will fit from '51 Ford through '60 Ford. As a matter of information, Ford is releasing a 4-speed passenger car box sometime in June and this unit would work real good in your truck. As far as the lowering of the front end goes, no one of my knowledge makes a lowering kit, so the only way to lower is to reverse the spring eyes, but this would not be recommended.

Dear Les,

I have a '58 Chevy Impala hard top with a 283" engine, triple carbs, Mallory, Positraction and a reworked Powerglide. My problem is getting off the line. What could be done for around \$100 to improve my acceleration?

Steve Lotito

Beverly, Mass.

• Well, Steve, I don't know whether you are referring to not enough pull at full load coming off the line or burning

the tires coming out. Let's take traction first. Tires are at the top of the list these days. The new Bucron Atlas or Firestone Butyl Air are a toss up. Both can account for 30 to 50 hundredths of a second drop in elapsed time over a standard tire and a lot of so-called cheater slicks, even with as high as 50 pounds of air. The next would be a good set of competition shocks on the rear of your car. This coupled with Traction Masters for your Chevy should make it hard to beat out of the hole. Now if the problem is not traction and it's no suds at low rpm then you have only a couple of ways to go. You should be running a 4:11 gear with a small tire, at least. This should be coupled with a very fast distributor advance curve. The distributor should be stopped at 10° total and get its 10° at 2000 rpm with an 18° to 20° lead. This should remedy your situation either way.

Dear Les,

I have a '57 Ford Custom 300 with the stock 272 engine and Ford-O-Matic trans. What I would like to know is what complications there is in putting in stick trans and which one would be the simplest to install, and the approximate cost.

Patrick Smith

Lockport, Illinois

• I don't believe there is such a thing as no-complication trans switch from auto-

matic to stick, Pat. In your particular case all parts can be purchased from a local Ford dealer which is a great savings of time and money. What you'll have to purchase is a flywheel, clutch, pressure plate, bell housing, a crank bushing for the standard trans shaft and the complete linkage. I would also suggest to simplify your job you use a '57 Ford standard trans as a replacement and one of the many floor shift conversions available through this magazine's advertisers. This by-passes a lot of fooling around trying to install and hook up the column shift. Last but not least, a wrecking yard could supply you with a drive shaft for a minimum amount of money. This will have to be used in place of the "Ford-O" shaft.

Dear Les,

I read ROD & CUSTOM and enjoy it very much. I own a 1957 MGA roadster. As you know, the engine is a four cylinder. I bought the car without the engine and I don't want to put another four cylinder engine in it. I want to put an eight cylinder engine in it. I have asked many people what eight cylinder engine would be the best to put in. Some say a Buick engine because it is narrow and it would be easier. Then another man told me a Chevy 8 is lighter. Could you give me some information on this.

Ronald Croop

Syracuse, N. Y.

• Either one of the above engines would be a wise choice, Ron. My own preference would be a Chevy. Undoubtedly you want the car for sports car racing and the Corvette 4 speed gear box would be a natural. The installation of the Chevy engine and transmission in the MGA would be relatively simple as the fire wall will unbolt and the steering is out of the way. Upon removal of the fire wall the engine mount should be fabricated to attach to the existing stock mounts. The drive shaft length can then be figured. You will find that the steering clears the rocker box. A new fire wall and transmission cover will need to be fabricated also. Custom headers are a must.



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JUNE, 1961

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INTERCEPTOR HARNESSSES (includes belt)

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22350 passenger 17.95

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SPECIFY COLOR: gray, green, lt. blue, tan, dk. brown,

dk. blue, red, black, white.

Send 25c for 1961 illustrated catalog.

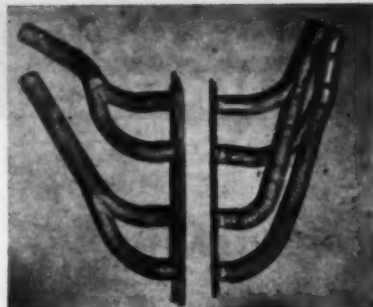


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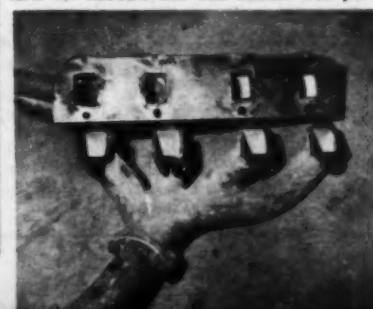
NEW FORD ENGINES

continued

into a 4 inch collector which is capped. This change alone netted a 7 hp increase at 4000 rpm and a 17 hp increase at 5500 rpm. These headers are now jigged and can be purchased from Belanger Bros. Muffler Shop at 1009 State Street in West Covina or at Performance Associates. This exhaust system change alone can do wonders in awakening your Ford!

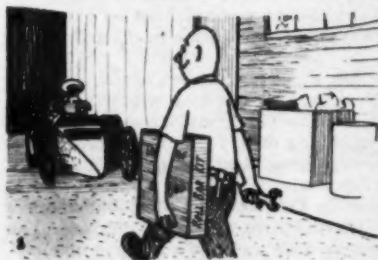
The engine was removed from the dyno and bolted into a '59 Ranchero weighing 4100 pounds with only a single 4 barrel. It attained the speed of 105.15 in 13.68 seconds e.t. at Pomona drag strip. So you see, they will run! Now get to work and let's see a lot more. The factory has given the boys more to work with this year than any other year since 1932 - let's get behind them! ●

Efficient design of stock Ford exhaust manifolds made any improvement difficult. The flanzolized form for headers was with smaller size ports!



SAFETY FIRST...

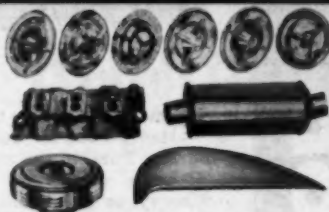
— but first things first!



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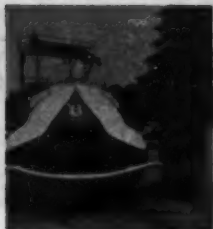
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**SPECIAL ANNOUNCEMENT
IN JULY ROD & CUSTOM
ON SALE MAY 25TH**



I remember hearing the John Dillinger wrote a letter of thanks to Henry Ford for building the '34 V8, the car he used in whistling off the 'Fuzy' in the pre-drag race era. Can you imagine those same 'Honchos' with a 390 hi-performance Ford, 409 cu. in. four speed 'Chevy' or a big Pontiac with a hat full of carburetors and a Posi-Traction rear end? Wow, it makes you shudder!

Speaking of big Pontiacs, I hear Mickey Thompson, among others, is dickering to buy the two Novi race cars, the spare engines and all the parts, Man! What a crazy twin engine dragster he could make — with two Novi V8's in it! That's a total of 1440 hp; enough to get you into orbit! The beauty of it all is that the two engines, collectively, are 350 cu. in. But that wouldn't be the first time they had been used for dragging. Back in '49 Duke Nalon and Rex Mays sat on the pole and second position at Indy, each in a Novi. Rex had the reputation of always being first into the first turn, anywhere. Well, Duke wasn't about to be done in by Rex. So, as the two passed the starting line, Duke, with it in low gear, turning better than 10 grand, speed shifted into second cog and blew off the whole field, including Rex. Incidentally, the transmission in the front drive was a *crash box*.

Back in '46 after the big 500, Firestone wanted to run some tire tests on the track with the Novi, so Bud Winfield, who was staying in downtown Indianapolis, drove the big front drive to and from the track every day. Hardly a sitting duck for any would-be street racers. Oh well, you could always brag about being blown off by a Novi. Now there's notoriety for you!

These engines were first used in 1941 when Ralph Hepburn drove one to a third spot, in the Harry Miller-built Ford Chassis. You probably remember seeing the cars as they looked like a chopped, channeled and sectioned '35 Ford. To this day the blocks will still bolt up to an early Ford transmission. The more famous front drive car was built in '46 by Frank Kurtis, at which time Ralph Hepburn qualified it for a new record of 134 miles per hour. The track record at Monza of 177 miles per hour was set by the Novi in 1957. This record is yet to be broken.

If this equipment does change hands, it is hoped the new owner, or owners, will strive to uphold the tradition of persistence shown in the past, and come up with a victory the cars rightfully deserve.

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